

DIVISION OF AERONAUTICS

Volume 23 — No. 9

September, 1972

AERONAUTICS REORGANIZED

By William E. Hunt
Administrator

In 1970, the people of Montana, by a referendum vote, ordered the Legislature to implement the laws that would reorganize the executive department of the government. In 1971, the Legislature passed the "State Reorganization Of Executive Departments" Act that established nineteen separate departments to replace 160 plus boards, commissions, and agencies scattered throughout state government.

Over the past 18 months, Governor Anderson has signed executive orders establishing these departments. On September 1, 1969, he ordered the establishment of Intergovernmental Relations.

Among the agencies placed in this new department was our own Aeronautics Commission, which became a division of the new department and is officially known as the Aeronautics Division of the Department of Intergovernmental Relations.

To those who visit the Aeronautics Division office in Helena there will be little or no change. The signs will now read Aeronautics Division, where they once read Aeronautics Commission. The Director will have

a new title. He will be referred to as Administrator. Other than that, there should be little noticeable change.



Martin T. Mangan, Acting Director of the Department of Intergovernmental Relations.

The seven man Commission that existed before September 1, 1972, will continue with the same members serving out their terms. Their function will be regulatory, or as the statute puts it "quasi-judicial." The Commission has been renamed the Board of Aeronautics.

Board members will be selected on the same basis as in the past, except that after July 1, 1973, their terms will be rearranged. Four of them will be appointed to serve during the Governor's four year term and three members will be appointed

to serve until July 1 of the second year of his term. The purpose of this statute is to allow each governor to appoint a majority of the Board at the beginning of his term.

On the positive side, it appears that there will be a substantial reduction in the administrative cost for the agencies involved, including the Division of Aeronautics. Much of the duplication of the agencies, and in particular the addition of those agencies, will be eliminated and much of the work will be accomplished at substantially less cost.

Other than some of the administrative work going to centralized services, the Division of Aeronautics will continue its present programs. These programs are the Airport Development, Navigational Aids, Airport Operations, Safety and Compliance, and Aviation and Space Education and will continue as before.

Airport Development is headed by Worthie Rauscher, who also serves as Deputy Administrator of the Division. His title will continue to be Deputy Administrator. All other program heads will be known by the statutory requirement of "chief."

Safety and Compliance will continue under Jack Wilson, who will be known as the Chief of Safety and

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**DEPARTMENT OF
INTERGOVERNMENTAL
RELATIONS**

**Forrest H. Anderson, Governor
Martin T. Mangan, Act. Director
Official Monthly Publication
City/County Airport
of the**

DIVISION OF AERONAUTICS

Phone 449-2506

Box 1698

Helena, Montana 59601

William E. Hunt, Administrator

**Worthie M. Rauscher,
Deputy Administrator**

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DEATH OF A FRIEND

The Division of Aeronautics learned with regret of the passing of an old friend, Kieffer Parker, Deputy Director of the California Department of Aeronautics. This fine man visited us on many occasions representing Director Joe Crotti and other members of the California Department, and these visits have forever left a pleasant memory to those of us who knew Kieffer. When we had occasion to be in California, there was no task too great or too small for Kieffer to make our visit pleasant and memorable. I am sure that all of the aviation enthusiasts and others who knew Kieffer join with us here at the Division of Aeronautics in conveying our sympathy to his family and his friends.

*Administrator's
Column*



By now all of the interested parties of the head tax issue are aware that the United States Supreme Court has held an enplaning tax is not in violation of the Constitution of the United States.

I am sure all readers of this news letter are also aware that the Montana Supreme Court ruled on January 5, 1970, that an enplaning fee was unconstitutional for several reasons, including the fact it was not a valid user charge because it discriminates against the enplaning passenger. It is therefore a matter to still be settled in Montana, because the tax that was the issue of the Montana case is invalid as being in violation of the Montana Constitution.

Therefore, new legislation would be required in Montana that meets the objections to the Constitution. This would be true regardless of the United States Supreme Court and the adoption of the new Constitution in Montana. The question may be academic in any case, because it appears that the Constitution may adopt legislation to prohibit state and local governments from levying enplaning fees. This prohibition leaves the state and local governments in a tough situation because for many of them this is the last avenue of revenue to match federal funds that have practically taxed every other force for airport construction and facilities.

To balance these inequalities, the Congress has before it Senate Bill 3755 that would increase ADAP funds, at the same time prohibiting the Head Tax. Basically the change in the ADAP funds would be an increase from about 50-50% matching funds, to 75% federal funds and 25% local. For the present at least

it appears that there will be a moratorium of about 18 months on a head tax.

Montana airports would seem to benefit as much or more from a change in matching funds than they would from a head tax that seems to cause more trouble than it is sometimes worth.

It might be interesting to note that a lower court in Pennsylvania concluded that even though an enplaning fee may be okay, a deplaning fee is unconstitutional as an improper interference with interstate commerce.

CONGRATULATIONS



**FAA CERTIFICATES
ISSUED RECENTLY TO
MONTANA PILOTS**

STUDENT

Clifford Mock—Dayton, Wyoming

PRIVATE

Keith Bryan—Wolf Point
August Magnusen—Miles City
James Triplett—Terry
William Wulfken—Havre
Philip Craven—Opheim AFS
David Hess—Terry
Cecil Kolka—Volberg
Gary Peterson—Helena
Gordon Rolfe—Gravelbourg,
Saskatchewan, Canada

Steven Sande—Billings
Erick Magnusen—La Jolla, Calif.
Joseph Etchart—Glasgow
James Benner—Billings
Robert Allen—Billings
Lyle Bowman—Ponoka, Alberta,
Canada
William Panek—Edmonton, Alberta,
Canada
William Chadwick—Lewistown
Joel Timmerman—Plentywood
Larry Eisenman—Missoula
James Perhay—Missoula
Randy Uhde—Kalispell
Brien Levenson—Whitefish
Edward Harold—Beaverton, Oregon

Kenneth Hurt—St. Ignatius
 Paul Kinshella—Whitewater
 Paul Grunewald—Aitkin, Minnesota
 John Maun—Missoula
 Douglas Lister—Kalispell
 Robert Rack—Missoula (MEL)
 Nicholas Adams—Libby
 Robert Haynam—Missoula (SEL)
 Alfred Lienau—Sheridan
 Robert Wade—Green Springs, Ohio (SEL)

John Brandvold—Choteau
 Arthur Graham—Conrad
 Douglas Laubach—Carter
 Harold Manicke—Missoula
 Terance Johnson—Missoula
 Robert Yunc—Cut Bank
 David Fryett—Great Falls
 Donald Lindsay—Great Falls
 Donald Posivio—St. Ignatius
 Douglas Stockhill—Kalispell
 Mark Follansbee—Missoula
 Norman Green—Missoula
 Michael Cassel—Havre
 George Stankey—Missoula
 Fred Guenther—St. Maries, Idaho (Rotorcraft-Helicopter)

Homer Miachel—Harrison
 John Love—Three Forks
 Dennis Anderson—Ulm
 James Briden—Valier
 Walter Lenington—Fort Benton
 Jerry Scott—Great Falls
 Daniel Farmer—Billings
 Melvin McIntyre—Three Forks
 Charles Meyers—Hingham
 Teruo Tsuji—Lethbridge, Alberta
 Canada

COMMERCIAL

Robert Hall—Casper, Wyoming
 Donald Goodman—Missoula (MEL)
 Gary Jardee—Mill Iron (Helicopter MC)
 Carl Hartwig—Dillon (MEL)
 Stanley Duletsky—Billings
 Robert Matson—Butte
 Harold Smith—Helena (SEL)
 Hugh McLaughlin—Kalispell
 Thomas Butler—Helena
 Harley Schwarz—Missoula
 Roger Maki—Missoula
 Don Davis—Kalispell
 Thomas Atkins—Helena
 Craig Young—Missoula (SEL)
 Gregory Storms—Alameda, Calif.
 Charles Martin—Conroe, Texas
 Ronald Halveson—Whitefish (SEL)
 James Lott—Missoula

Charles Rogers—Lewistown
 Willard Hallstrom—Kalispell
 Gregory Storms—Great Falls (MEL)
 Gerald Hagfeldt—Great Falls
 John Murphy—Bozeman (Rotorcraft-Helicopter)
 David Hatton—Lethbridge, Alberta, Canada, ASMEI & Sea; Rotorcraft-Helicopter)
 Alfred Mood—Missoula (SEL)
 David Gillis—Calgary, Alberta, Canada (ASMEI & Sea)
 Howard Alexander—Great Falls (MEL)

ATP

Raymond Bonnell—Seeley Lake

ADVANCED GROUND INSTRUCTOR

Dennis Shallenberger—Missoula

ROTORCRAFT-HELICOPTER

Marvin Brodock—Ft. Benton
 (Instrument including Helicopter MC)

ATR

B-26
 Philip Barnett, Madang, Papua, New Guinea

Sikorsky S-58
 Jerry Willims—Missoula

DC-B26
 Larry Denton—Missoula
 Charles Komberec—Missoula

G-TBM
 Thomas Gummer—Missoula

DA-20
 David Gillis—Calgary, Alberta, Canada

Lorne McLeod—Calgary, Alberta, Canada

LR-23
 David Gillis—Calgary, Alberta, Canada

LR-24
 David Gillis—Calgary, Alberta, Canada

LR-25
 David Gillis—Calgary, Alberta, Canada
 Lorne McLeod—Calgary, Alberta, Canada

INSTRUMENT RATING

Robert Miller—Billings
 Richard Reem—Billings
 John Lee—Elgin, Arizona
 Lorraine Tucker—Billings
 Dennis Skovgaard—Alberton

Ronald Young, Jr.—Billings (Helicopter MC)
 Virgil Feree—Kalispell
 Robert Smith—Missoula
 Denzel Davis—Butte
 Robert Mazet III—Santa Monica, Calif.
 Kenneth Strand—Great Falls (Helicopter Only)

FLIGHT INSTRUCTOR

Dallas O'Connor—Wolf Point (Airplane)
 Gene Etchart—Glasgow (Airplane)
 Alfred Hardy—Circle
 Ralph Young—Billings
 Richard Cook—Glendive
 Harry Abbs—Missoula
 Terry Lobdell—Missoula (Airplane)
 Barbara Habedank—Sidney (Airplane)
 Max Meltzer—Missoula (Airplane)
 Denzel Davis—Butte (Airplane)
 Richard Epp—Conrad (Airplane)
 Vincent Frezzo—Missoula (Rotorcraft)
 Robert Wright—Malmstrom AFB (Airplane)
 Ray Smerker—Dillon (Airplane)
 Dennis Shallenberge—Missoula (Airplane)
 James Stradley—Belgrade
 Robert Wright—Malmstrom AFB (Airplane & Instrument)

SENIOR PARACHUTE RIGGER

Gary Owens—Missoula
 Ronald Pierce—Silver City, New Mexico (Back & Chest)
 Thomas Coleman—Helena (Back & Chest)

POWERPLANT MECHANIC

Clarence Poelman—Helena
 Paul Miller—Lodge Grass

AIRFRAME MECHANIC

Allen Rickman—Fishail
 Edward Graeler—Greve Coeur, Mo.
 Herman Hamilton—Chinook
 Gaylord Atkins—Helena
 Roy Steingas—Missoula
 Paul Miller—Lodge Grass

The President has signed Public Law 92-159, which prohibits shooting at or harassment of any birds, fish or animal from aircraft.



BOY 14 SOLOS

Ralph Yaeger, a Big Timber High School freshman, recently celebrated his 14th birthday by soloing a sail plane at Heber City, Utah. Yaeger is the son of Mr. and Mrs. William Yaeger, Big Timber.

The photo was snapped by Yaeger's 16-year-old brother Randy, who also soloed when he was 14.

Fourteen is the minimum age for flying a glider or sailplane solo.

DIVISION OF AERONAUTICS FILM LIBRARY

By Bernice Peacock
Executive Secretary

For many years the Division of Aeronautics has maintained a film library which has continued to grow more popular with schools, hangar groups, and civic organizations throughout the state. Two of our films, *Montana and the Sky*, and *Montana and Its Aircraft*, have even been distributed throughout the nation and to foreign countries. These are the only films available for out-of-state distribution.

This year, through the cooperation of the National Aeronautics and Space Administration, McDonnell-Douglas Corporation, and purchases made with Division of Aeronautics funds, we have added seventeen new films to our library. Some of these have not yet arrived, but all have been ordered.

Listed below are the films which make up or will soon be added to

the Division's library. The films with accompanying descriptions are ones recently added to the library.

Montana and Its Aircraft, 1969, color, 28 minutes (U.S.A.).

Aerial Applications for Agriculture, 1966, color, 15 minutes.

Agricultural Aviation, 1955, color, 14 minutes.

Airport America, 1955, color, 14 minutes.

Air Taxi, USA, 1959, color, 15 minutes.

Airports In Perspective, 1969, color, 15 minutes.

With increasing competition for land, coupled with the significant rise in aviation activities, American communities have an urgent responsibility to plan today for tomorrow's airport needs. This film documents how some cities have applied workable solutions to problems associated with aviation's dynamic growth, with special emphasis focused on the coordination between airport development and comprehensive urban transportation planning programs.

America In Space, 1958, color, 14 minutes (S.A.)-NASA.

Apollo 9: The Space Duet of Gumdrop and Spider, 1969, color, 28½ minutes (U.S.A.):

An introspective view of the Apollo 9 astronauts, McDivitt, Scott and Scheickart, before, during and after their Earth orbital mission. With minimal narration and special music, the film concentrates on the launching, rendezvous and docking of the command module (Gumdrop) and the lunar module (Spider), and the return and recovery of the crew.

Apollo 12: Pinpoint for Science, 1959, color, 28 minutes (U.S.A.), NASA:

Emphasizing the scientific studies involved and the pinpoint accuracy of the landing, this film documents the second manned lunar landing in November, 1969. Highlights of this mission flown by Astronauts Conrad, Gordon and Bean, include the placement of scientific equipment on the Moon, inspection of an unmanned Surveyor spacecraft landed on the moon in 1967, collection of soil and

rock samples, and extensive photography.

Apollo 13: "Hey Houston . . . We've Got A Problem", 1970, color, 28 minutes, NASA.

Apollo 14: Mission To FRA Mauro, 1971, color, 28 minutes (U.S.A.), NASA:

A factual documentary account of the mission. The film includes problems encountered on the way to the moon and how they were solved. It then depicts the activities during the scientific and geological traverses on the moon, and the return journey to Earth.

Approach to Land—GCA, 1962, B/W, 24 minutes (S.A.).

Approach to Land—ILS, 1962, B/W, 24 minutes (S.A.).

Aviation and The States, 1959, color, 21 minutes.

Before Saturn, 1962, color, 15 minutes, (S.A.), NASA.

Best Investment We Ever Made, (The), 1964, color, 20 minutes, (S.A.).

Big, Tough and Fast, 1971, color, 7 minutes, Sikorsky.

Blanket for Survival, 1965, color, 20 minutes, FAA.

Celestial Mechanics and the Lunar Probe, 1958, color, 10 minutes, (S.A.), NASA.

Charlie, 1967, color, 22 minutes:

Dr. Charles Preston is a physician and should be the first to know that flying and drinking don't mix. Like a lot of us, he enjoys a drink, but doesn't adhere to the sensible "eight hours from bottle-to-throttle" rule. Charlie's judgment—and his life—changed by alcohol, even a little of it.

Clouds of Venus, 1963, color, 30 minutes, (S.A.), NASA.

Come Fly With Me Darlene, 1965, color, 14 minutes.

Debrief: Apollo 8, 1969, color, 28 minutes, NASA (U.S.A.).

DC-8 "Birth of a Jet", 1958, color, 14 minutes:

Story of the DC-8 Jetliner showing recent flight. Excellent film with appeal to all groups.

Density Altitude, 1966, color, 30 minutes, (S.A.).

Dimension 10, 1969, color, 19 minutes:

"Dimension 10" briefly reviews the long and successful history of McDonnell Douglas commercial air transports. Then projecting the audience forward in time the film spotlights the new ideas and dramatic innovations which will be available to airline passengers who will be boarding the DC-10 in the fall of 1970. The DC-10 represents the tenth in the famous family of Douglas commercial transports but perhaps of more importance to the public, it will embody a startling new dimension in the second decade of jet air travel.

Dream That Wouldn't Down (The), 1965, B/W, 26 minutes.

Eagle Has Landed: The Flight of Apollo 11, 1969, color, 28½ minutes (U.S.A.), NASA:

The story of the historic first landing of men on the Moon in July, 1969. Depicts the principal highlight events of the mission from launching through post-recovery activities of Astronauts Armstrong, Aldrin and Collins. Through television, motion picture and still photography, the film provides an "eye-witness" perspective of the Apollo 11 mission.

Eyes In Outer Space, 1959, color, 26 minutes.

Fire Called Jeremiah, (A), 1964, color, 35 minutes (U.S.A.).

First Level of Service, color, 12 minutes:

Allegheny Airlines feeder service to small towns.

First Soft Step (The), 1966, B/W, 29 minutes (S.A.), NASA.

Flight Decision, 1954, color, 14 minutes, (S.A.).

Flight Service Station, 1959, color, 28 minutes, (FAA):

It had started off as a festive college weekend for Bonnie, especially with her family arriving in their private plane for Homecoming. Bonnie's Dad never did think that filing a flight plan or receiving pre-flight briefings were necessary for him personally. In fact, Bonnie's father—a pilot with a good safety record—really wasn't aware of the scores of services that he could have had, just for the asking. Do you know about them? This film is a must for pilots

not totally conversant with what FAA Flight Service Stations do to make flight safer, and a lot easier.

Flying Businessman, 1954, color, 14 minutes.

Flying the VHF OMNI Range, B/W, 20 minutes, (S.A.).

Flying Towers, 1955, color, 15 minutes.

Food for Space Travelers, 1955, B/W, 29 minutes, NASA, (S.A.).

Four Days of Gemini 4 (The), 1965, color, 28 minutes.

High, Wide, and Then Some, 1970, color, 17 minutes:

A fast paced look at an up-and-coming airline, the people who make it "go", its fleet of modern jet aircraft, and its passengers.

Landing On the Moon, 1966, B/W, 29 minutes, (S.A.), NASA.

Lunar Bridgehead, 1966, B/W, 29 minutes, NASA.

Man In Flight, 1958, color, 31 minutes.

Man In Space, 1958, color, 33 minutes.

Man's Reach Should Exceed His Grasp, 1971, color, 23 minutes, NASA:

This is the story of flight and of man's reach for a new freedom through aviation and the exploration of space. From the Wright Brothers at Kitty Hawk to the landing on the moon and future missions to the planets, the film depicts the fulfillment of man's dream of flight.

Mastery of Space (The), 1962, color, 58 minutes, (S.A.), NASA.

Montana and the Sky, 1952, color, 17 minutes, (U.S.A.), MAC Production.

New Dimensions, 1971, color, 13 minutes.

No Man Expendable, color, 12 minutes, ARRS.

Oil Is Where You Find It, 1966, color, 15 minutes.

Power for the Moonship, 1966, B/W, 29 minutes, (S.A.), NASA.

Project Apollo—Manned Flight to the Moon, 1963, color, 13 minutes (S.A.), NASA.

Road to the Stars, 1959, color, 27 minutes.

Roads In the Sky, 1964, color, 15 minutes.

Room At the Top, 1966, B/W, 28 minutes, (S.A.), NASA.

Safety By the Numbers, 1969, color, 31 minutes:

A seagoing lumber barge becomes lost and a twin-engine aircraft is used for the search and rescue operation. A pilot's switch from familiar single-engine operations to twin-engine aircraft is illustrated, along with proper in-flight procedures to follow in the event of engine failure. The film is scenic and the dramatic search is attention-holding in itself.

Skycrane, 1971, color, 26 minutes, Sikorsky.

Sky Is Yours (The), 1971, color, 17 minutes.

Sleeping Giant (The), 1964, color, 21 minutes:

The history of aerial transport of cargo is largely and properly the history of aircraft itself. This motion picture is an entertaining account of the evolution of the aircraft that made possible the air cargo industry of today. Featured are numerous action shots of famous and historic airplanes which have never appeared in color before.

Suited for Space, 1966, B/W, 29 minutes, NASA.

Take the High Road, 1958, color, 15 minutes.

Ticket Through the Sound Barrier, 1966, B/W, 28 minutes, NASA.

To Save a Life, 1956, color, 14 minutes, (S.A.).

Using the Airspace: Navigation and Communication, color, 20 minutes.

Visit With Igor Sikorsky (A), color, 20 minutes.

We Saw It Happen, 1960, B/W, 58 minutes, (S.A.).

Wind Is Right (The), 1971, color, 28 minutes:

Centers around construction of a flyable aircraft by high school industrial arts students. It also presents a board view of aviation education, citing some of the progress being made at the primary and secondary school levels, and how such programs can lead to meaningful career opportunities.

If your group would be interested

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in borrowing any of these films for a hangar, scout or PTA meeting, or any other group activity where the participants might be interested in aviation-oriented films, write: **The Division of Aeronautics, P.O. Box 1698, Helena, Montana 59601.** You may also use the form which appears below. When ordering: Specify

your preference with one or two alternatives; give the dates you wish to use the film; and give us as much advance notice as possible—at least a week. We do ask that a qualified operator make the presentation to prevent damage to the films. Your only expense is in returning the films to the Division immediately after your showing so that other people may enjoy them also.

**Division of Aeronautics
P.O. Box 1698
Helena, Montana 59601**

Please lend us.....
Name.....
Street.....
City..... State.....
Showing Date..... or

FAA INSPECTOR'S CORNER



By Dale Uppinghouse
Accident Prevention Specialist
GADO No. 1, Billings

"If I lose one engine it will be no problem because I fly a twin."

We have all heard this statement from twin-engine drivers, haven't we? Losing an engine on a twin engine airplane can range from an annoyance to tragedy. In all too many instances it means tragedy. Six recent accidents in twin-engine airplanes in one western state claimed 15 lives. The single engine statistics during this period are much lower.

There has to be a reason. Preliminary investigation indicates serious pilot errors. What led to these errors? Lack of proficiency checks led each

pilot to believe that he could handle emergencies without practicing. We forget that a nice, steady multi-engine airplane can become a sick, obstinate, unstable platform when improperly handled.

Not many years ago when engines weren't as reliable as they are now, airline pilots would be forced to shut down engines and bring in the plane on one engine rather frequently. Recurrent training and proficiency checks kept these incidents from becoming crashes. Recurrent training and proficiency checks could make the difference with general aviation pilots when trouble starts. Light twins could and should be one of the safest methods of transportation that there is. Twins are not safe, however, until the pilot takes the time and effort to keep himself proficient in that airplane. Remember, with two engines there is twice as much chance of losing one.

The simple act of flying a twin every day simply will not guarantee proficiency. That is not the same airplane that the pilot will have on his

hands when trouble develops. When this happens, it is a whole new ball game with different rules. First, it calls for a different set of speeds. Yes, the speed that is used can very easily make the difference between an incident and a fatal accident!

The competent single-engine pilot memorizes certain airspeeds that are critical to the performance of his airplane. Such airspeeds include the best angle and the best rate of climb speeds, the maneuvering speed, and the stall speeds. The competent twin-engine pilot knows all those speeds and three others, in addition. The other three critical airspeeds for light twins are:

1) The minimum controllable airspeed with only one engine operating (VMC)

2) The best angle of climb speed with only one engine operating (V_{xse})

3) The best rate of climb speed with only one engine operating.

These speeds are determined by the manufacturer, and they are made known to the pilot in the Airplane Flight Manual or the Owner's Manual. The above speeds are also subject to variables, and the safe pilot will find out what these variables are. Naturally, aircraft configuration will mean a great deal on performance. It takes constant practice to remember all these speeds, configurations, and sequence of actions. We don't get this practice while steering around with both engines.

Let me suggest that if you are a "twin driver" you should set up a recurrent training program and be serious about it. Get some real honest-to-goodness workouts with a good flight instructor. If you are a prospective passenger in a twin, ask the pilot when he last took some recurrent single-engine training in that airplane. If it has been over a year ago, better give it some thought. It's your life.

Theodore Francis Green Airport and the six scheduled airlines that serve it add more than \$20 million a year to the economy of the Rhode Island area.

AIRPORT NOTES



By **WORTHIE M. RAUSCHER**
Deputy Administrator

CONSTRUCTION ROUNDUP

With the close of the 1972 construction season rapidly approaching, the State of Montana's track record for the year is as follows:

Great Falls International Airport—extension of runway 3/21 and associated parallel taxiway, seal runways 3/21, 16/34, and 7/25, and lights on runway 3/21. The project is complete with the exception of the lighting.

Glacier Park International Airport at Kalispell—extend runway 1/19 and construct associated parallel taxiway, extend lighting on 1/19. This project complete with the exception of the seal coat.

Bert Mooney Silver Bow County Airport at Butte—overlay apron, taxiway and 6,800 feet of runway 15/23. Project complete with the exception of the striping.

Helena Airport—install high intensity lights on runway 8/26, equipment vault and standby generator, and install VASI on runway 8. This project to be completed in this construction season.

Logan Field at Billings—taxiway strengthening, safety items, and install VASI on runway 27. This project is complete.

Johnson-Bell Field at Missoula—overlay runway 16/34. This project is complete.

Yellowstone Airport at West Yellowstone—install high intensity lights on runway 1/19, ramp lighting, and security items. This project underway and will be completed before June 1, 1973.

Lincoln Airport at Lincoln—overlay runway, taxiway and apron. This project 99% complete and will be

completed in this construction season.

Anaconda Airport—construct crosswind runway. This project is completed.

Mission Field at Livingston—extend runway 4/22 and medium intensity lighting. The contracts for construction are let. However, construction will not commence until early next construction season.

Eureka Airport at Eureka—extend runway 14/32 and extend lighting system. The grading on the 800 foot extension has been accomplished with surfacing and extension of lighting anticipated early next season.

1972 PLANNING ROUNDUP

Airport planning for 1972 accomplished as follows:

Gallatin Field at Bozeman—master plan has been completed—the first in the State of Montana under the Federal Aviation Administration Grant Program.

Johnson Bell Field at Missoula—master plan has been completed. They are now awaiting final review by the FAA.

Helena Airport—their application for planning grant funds to conduct a master plan study for Helena is now awaiting FAA approval.

East Glacier Airport—Blackfoot Indian Tribal Council has submitted an application to the FAA for planning grant funds to do a master plan study for an airport to serve Glacier National Park and the Blackfoot Indian Reservation.

Forsyth Airport—an application for planning grant funds with which to conduct a master plan study is presently awaiting FAA approval.

The State of Montana, Division of Aeronautics, is presently 25% completed on the Montana Statewide Airport Development Plan.

We are anticipating applications for at least three more master plans before the end of the calendar year.

1972 NAVIGATIONAL AID PROJECTS

1972 has not been an outstanding year for the installation of new navigational aids to serve our state. However, the outlook for next year is very encouraging. The FAA has programmed the installation of instru-

ment landing systems which will serve **Glacier Park International Airport at Kalispell**, **Gallatin Field at Bozeman**, and **Yellowstone Airport at West Yellowstone**.

Kalispell and Bozeman are acquiring the additional properties needed for the approach lighting systems and will complete site preparations early next construction season. **Yellowstone Airport** has adequate properties and will start site preparation next summer.

Before the end of the fiscal year the Division of Aeronautics will have installed non-directional beacons (H Markers) at **Conrad**, **Butte**, and **Forsyth**. We are now accepting applications for those communities interested in joint venturing an NDB for next fiscal year.

Gardiner Airport—The Division of Aeronautics has received information from the Park County Airport Board that the airport serving the Gardiner area and Yellowstone Park is closed.



TOWER

OPERATIONS

September, 1972

	Total Operations	Instrument Operations
Great Falls	5,932	1,171
Missoula	7,440	206
Billings	6,023	1,298
Helena	3,610	296

FEDERAL AVIATION ADMINISTRATION ITINERARY LISTINGS

Airport	Nov.	Dec.
Bozeman	29	20
Butte	.....	.....
Culbertson	.....	6
Glasgow	.....	1
Glendive	16	.....
Great Falls	8	6
Havre	.....	.....
Kalispell	.....	.....
Lewistown	.....	20
Miles City	15	.....
Missoula	15	13
Sidney	.....	7

NOTE: Provisions have been made to give private, commercial and flight examinations **ON AN APPOINTMENT BASIS ONLY** at the following FAA Flight Service Stations.

Bozeman	Livingston
Butte	Lewistown
Cut Bank	Miles City
Dillon	Missoula

Great Falls

NOTE: GADO #1 in Billings will no longer be open on Saturdays.

REORG from page 1
Compliance. The Aviation and Space Education program, formerly headed by Duane Jackson, will now be headed by his replacement, Mike Schukert, who will be the Chief of that program. Navigational Aids will continue to be under the supervision of Dave Kneedler, who will be known as the Chief of Navigational Aids. Vernon Moody will be the Chief of Airport Operations. Gerald Burrows will be the Supervisor of Plant and Maintenance. Isabel Bryant will continue in charge of Budgeting and Accounting until this duty is taken over by centralized services of the

Department of Intergovernmental Relations. Bernice Peacock will continue to head the office staff. Richard Baldwin will remain in the post of Chief Pilot.

Other members of the staff are: Jim Bernet, Randy Bowsher, Fern Lipes, Janice Hoppes, and Barb Vanderhoff.

ASPIRIN, A DANGEROUS DRUG?

Most people are not surprised to find that alcohol and hard drugs such as heroin and LSD affect a pilot's judgment and skill, but many of our more common drugs have harmful

side effects. Some drugs commonly prescribed by physicians and purchased from local drug stores interfere to some extent with the pilot's ability to fly safely. This impairment is many times aggravated by the lack of oxygen at altitudes. Check with your physician and your druggist if you have any doubts.

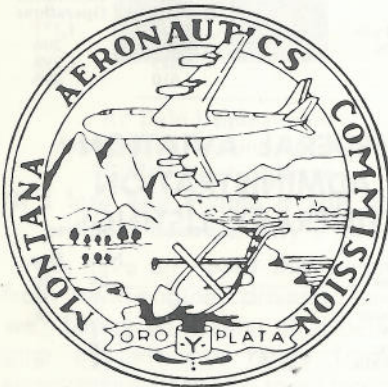
A few of these common drugs are: Aspirin, Antihistamines, Castor oil, laxatives, motion sickness depressants, nose drops, penicillins, quinine, some reducing aids, sedatives, sodium bicarbonates, sulfa drugs, tranquilizers.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

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